

# THE KOWLOON - CANTON RAILWAY.

THROUGH CONNECTION ESTABLISHED.

## FORMAL OPENING OF THE CHINESE SECTION.

On the invitation of the Directorate-General of the Chinese Imperial Railways a number of guests from Hongkong and Canton assembled at Samchun yesterday to participate in the opening ceremony of the Chinese Section of the Canton-Kowloon Railway. The occasion was a memorable one, for it marked the connection of Hongkong and Canton by rail, and incidentally saw a material advancement in the scheme which aims at linking East and West with railroads.

Unfortunately His Excellency the Viceroy of Canton and His Excellency the Governor of Hongkong were unable to attend the opening ceremony. But there were many prominent men present, both from the Chinese capital and Hongkong. For a few days prior to the date fixed for the opening of the line rumours were rife that the revolutionaries intended to make their presence felt at the ceremony, and the visitor yesterday was inclined to place some credence in these rumours when he witnessed a large number of braves assembled in the vicinity where the function was to take place. The station at Samchun, which was festooned with greenery, was also guarded by armed men, who were drawn up a number of paces apart on either side. Along the side of a hillock which overlooked the shed in which the tiffin was held another guard of soldiers was entrenched, while other braves were posted around the doors of the shed.

The train from Canton, with its gorgeously decorated engine, was the first to arrive at Samchun, and the arrivals from Canton were on the platform when the train from Hongkong drew up at the station. While greetings were being exchanged between Hongkong and Chinese officials and others, the following were observed to be among the number present: Hon. Mr. W. D. Barnes (Colonial Secretary), Hon. Mr. C. H. Ross, Hon. Mr. H. E. Pollock, Hon. Mr. C. G. Abberley, Hon. Mr. W. Chatham, C.M.G., His Honour Mr. Justice Gompertz, His Lordship Bishop Lander, Captain F. W. Lyons, Dr. Stedman, Mr. J. W. Jamieson, C.M.G., Mr. C. Clementi, Dr. J. W. Hartley, Messrs. E. D. Wolfe, H. W. Looker, A. H. Harris, M. H. Logan, E. S. Kadoorie, W. S. Bailey, S. Moore, Garibaldi, R. M. Dyer, H. Gilman, E. A. Stanton, A. Tigris, R. F. Matheson, A. Ellis, W. S. Brown, and W. E. L. Shenton. His Excellency Li Ching Feng, His Honour Chen Wang Cheng, His Honour C. H. Chao, Tactai Cheng Yung, His Excellency Lung Chien Chang, Hon. Dr. Ho Kai, Hon. Mr. Wei Yik, Messrs. Lau Chu Pak and son, Ng Hon Tez, S. W. Tso, Chan Kai Ming, Fung Wa Chuen, Yung Hee, Lau Iu Chung, Tseng Yue Kai, Kwok Yick Ting, Leung Lai Mun, Tso Fat Shun, Chau Siu Ki, Leung Pui Chi, Wong Tze Leung, Lau Yau Chuen, Yung Yik Ting, Ngan Hung Po and Captain Wu.

The arrival being just before the hour fixed for tiffin, adjournment was made to a large galvanized shed near the station where the lunch was laid out. The Chinese proved admirable hosts and soon had their guests seated. A novel feature of the tiffin, apart from the military atmosphere which surrounded it, was the attendance of a Chinese band which played foreign music with passable success. Sufficient time having been allowed for the repast, the band played a stanza of the British National Anthem, after which the toasts of the day were proposed and responded to.

H. E. Li CHING FENG, Commissioner of Foreign Affairs in proposing "Success to the Canton-Kowloon Railway," said:—I and my officials have had the honour to be deputed by His Excellency the Viceroy of the Two Kwongs to represent him here to-day upon this auspicious occasion (His Excellency being prevented by other pressing official matters from attending in person). The connection and opening of the whole line of this Canton-Kowloon Railway, to-day, is an event which may be regarded as of extreme importance, establishing as it does a new facility of travel and transportation between the two friendly countries concerned. It is our fervent hope that this day will mark a new phase in the period of the commercial relations between our countrymen and their British friends and that the advent of this railway will prove to be another link in the binding chain of friendship which has so long existed and tended to promote the welfare of our respective peoples and encourage the expansion of their trade (Applause). Our official and commercial circles alike are indebted to those gentlemen on both sections of the line who have so ably supervised the construction of this railway, and we should take this opportunity of expressing to them our hearty congratulations and thanks for the praiseworthy manner in which they have discharged their multifarious duties. May the life of this line henceforth be one of undisturbed harmony, and may the line itself tend, as is its object, to facilitate and expand the commercial and industrial relations at both its ends; and with that wish and in the name of His Excellency Cheung Ming Ki, Viceroy of the Two Kwongs, we have much pleasure in declaring this Railway connected and opened to public traffic this 15th day of the 8th month in the 3rd year of Shun Tung, being the 4th day of October in the year one thousand nine hundred and eleven. (Applause.)

Hon. Mr. BARNES, Colonial Secretary of Hongkong, in reply, said:—Your Excellencies and Gentlemen.—Of the four names down on the toast list to return thanks to the toast proposed, mine happens to be that of the

new existing between the two great nations of China and England. The presence of His Excellency Li Ching Feng, the Commissioner of Foreign Affairs, and of His Honour Chen Wang Chang, the Tactai of Industry, both of whom are representing His Excellency the Viceroy, and the presence of the Honourable Mr. Warren Barnes, the Colonial Secretary of Hongkong, who is representing His Excellency the Governor, amongst us affords tangible proof of the unswerving interests of the two Governments both in this railway and in the friendship of the two nations. Therefore in the name of the Directorate-General of the Imperial Chinese Railways, I

now formally convey a most hearty and sincere welcome to the officials, gentry and guests here present. I may say that though this railway cannot be ranked among the long lines, still it has a strong bearing on the means of communication between Canton and Hongkong, you can now have a round journey in one day. In bygone days whenever there was a typhoon people hesitate to travel for fear of the blow. Now such hesitation is removed, as you can now travel to and fro whenever you wish. Asia and Europe will be linked together, as when the Canton-Hankow line is completed and this railway connected with it, journeys from Hongkong to Europe will be greatly facilitated. I have no doubt you have thought of these advantages. On my part I must say that though I am entrusted with my present important office, I am not well versed in matters regarding the constructional works of railways. It is therefore my desire to remember at this time the services of my predecessor in office, who showed great ability in dealing with and settling intricate matters, and it is also my desire to remember the valuable and sound directions of the High Authorities at Peking and in Canton, the assistance of the local authorities, the services rendered by the Chinese and Foreign Staffs of this railway, and especially the kindness I had from the Hongkong Government while negotiating the working agreement for the connection of these two sections, which agreement has been brought to a very satisfactory conclusion through the liberality shown by that Government; all of which so largely contributed to the success which we are now enabled to record. Thanks are also due to our Engineer-in-Chief, Mr. Frank Grove, for the service he has rendered to the railway—services which are worthy of high praise. In conclusion I sincerely hope that this railway will prosper and communications expand and that the discrimination of nationalities will be non-existent. (Applause.)

Mr. E. S. LINDBEY, General Manager of the British Section of the line, said:—Your Excellency and Gentlemen.—After the two eminent speakers who have preceded me there seems to be nothing left, except to express the thanks of the British Section of the Canton-Kowloon Railway to your Excellency for the kind way you have proposed and to you, gentlemen, for the manner in which you have honoured the toast, "Success to the Canton-Kowloon Railway." Mr. Barnes and Mr. Chao have dealt with the general and economic aspects, and I would like to add a few words in the belief that, though "repetitions," they are not necessarily "tiresome" ones, leaving it to my friend, Mr. Grove, to give the figures usual on such occasions which go to show that the Railway has been constructed so economically that an early return on capital is no difficult matter. It is just a year ago since the British Section of this Railway was opened for traffic, and the fact that the result of the past year has greatly exceeded expectations may be taken as a happy augury for success in the future. If a line 22 miles in length running from Kowloon to Lown—nowhere in particular—and passing through a thickly populated district of the New Territory can earn enough to almost pay its fair working expense during the first year's operation, what possibilities must there be before a line five times as long connecting two such centres as Hongkong and Canton and passing through a portion of a province whose average population exceeds 450 to the square mile? But the success of the Railway cannot depend alone on the possibilities of local traffic, and there are other sources of success, the most important of which is undoubtedly the connection of this Railway with Hankow. When I was in Peking last year His Excellency Liang Shih Yi, then Director of Railways, who himself had just returned to the Capital from a tour through this very line, said that the Canton-Kowloon railway could not be expected to pay until the connection with Hankow had been accomplished.

The events of the past six months go to show how thorough was his conviction in this respect and how great the importance which the Board of Post and Communications attaches to the connection. We may therefore rest assured that everything is now being done by the Imperial Post to bring about the happy result. The physical difficulties in the way of construction are great, however, and notably in that portion of the Yuet Han Railway which runs in the Kwong Tung Province, so that he would be a bold man who ventured to assert the possibility of travelling by rail from Kowloon to Canton in the very near future. Consequently, if the success of this Railway is to depend on the interchange of traffic, it will be as well to lose no time in connecting with the already-built portion of the Yuet Han Railway in order to initiate and establish the long haul which are necessary to success—in the carrying of goods traffic. I understand that the survey of this connecting line has been completed and the land is now being acquired, so that we may take it for granted that before long another sixty miles of open line will be added to the length of this Railway from Kowloon, and in the direction of Hankow. Another element of success, consideration for the public, lies in the hands of the Administrations of the Railway themselves. As you are aware, a working agreement has been concluded between the two Sections of the Railway and now awaits the Imperial Edict. In this Agreement a great deal has been left to the discretion of those on the spot, and both Governments have wisely recognized that if the two Sections are to be worked as separate undertakings such a procedure is the only means of ensuring successful operation. The public may feel assured that although on opening a new line it is wise policy to restrict ambition in the matter of time-tables and fast running, it will not be very long before improvement takes place and renders it possible to go from Canton to Hongkong in four hours, allowing the passenger time enough to transact business and return home on the same day. We also hope that before long passengers by slow train will no longer be required to change carriages at Samchun. I can assure you gentlemen, that the Administrations of the Railway fully recognize the fact that, if the railway is to be a success, the convenience of the public must be their first consideration. And such being the case, I trust they will prove deserving of the kind wishes and sentiments which the toast has called forth and for which on behalf of the British Section I again have the honour to thank you. (Applause.)

Mr. FRANK GROVE, Engineer-in-Chief of the Chinese section, said:—Your Excellencies and Gentlemen.—There are probably few present

who feel as keen a satisfaction in to-day's proceedings as do those of the executive staff of this Railway who have seen the work through from its inception. I refer to both Chinese and Foreigners of all departments, and there are many present who have been with us from the beginning, and who have given loyal and splendid service, and it is by the work of such, often carried out under difficulties, that a satisfactory completion of this undertaking has been attained. Difficulties have been overcome such as are usual on all railway work and perhaps especially in China, and not much fuss has been made. Thanks to the support of H. E. Wei Han, our late Managing Director, who in the past and early years of our work gave us such able direction, and laterly of His Honour Mr. Chao, heavy engineering works have been accomplished and the result is what we see to-day. The survey commenced in August of 1907, land purchase commenced early in 1908 and construction of works may be taken to date from June of 1908. We have therefore taken 3 years and 3 months to build this Railway, or, adding the first few months of survey, just a little over 4 years altogether. I do not claim that there is much if any credit attached to this length of time. One would have liked to say 3 years instead of 4 years. Things move slowly in China; but I do claim that the work has been pushed forward continuously, energetically and successfully on the different districts and that many physical and engineering difficulties have been overcome. It generally falls to the lot of an Engineer-in-Chief to defend the cost of the Railway he builds, but this Railway is in the happy position of having been spared criticism, and therefore I can approach the subject in a light spirit. In September 1908, I produced, as a result of the detailed survey, an estimate of cost and length of time probably required to complete this line; the former in round figures was 124 million dollars, including administration charges, police cost of land, &c., but excluding the interest and service on the loan, and the time I named was 3 years and 10 months, the date for completion being given as June, 1911. We have taken 3 years and 9 months longer to complete the line, but the cost will be within the limits of my estimate. This, gentlemen, is, I believe, a satisfactory condition of things, but it has been attained only by the active and loyal help of all departments. Some of the heaviest work has been carried out by engineers unfortunately not present to-day. May I mention Mr. Boothby who had charge of the East River Bridge section; Mr. Fraser, who made an excellent location of the line from Mile 50 to Mile 89, mostly through difficult and hilly country. Mr. Moore is still with us fortunately. He has successively had charge of No. 1 and No. 3 Districts, and has done excellent work on each. I must also specially mention Mr. Thompson who is so proud of his locomotives and rolling stock; Mr. Hall, our active Chief Accountant, and Mr. Fischer, whose store department has always been kept in good order. I wish I had time to give more references to our staff, but time forbids. But we have been fortunate in both Foreign and Chinese staff and that means everything for economy and efficiency. Until recently the idea was generally held that the Chinese Section went through level paddy fields and had a few bridges. This is not quite a correct description. The hilly portions of country passed through present interesting features and some of the cuttings have given considerable trouble. Our ruling grade is 1 in 150, of which we have over 17 miles, 56 per cent. of the total length on grade and 44 per cent. on level. Curvature of the line is 24 per cent. the total length. The earthwork is on the whole what is termed "heavy." It has cost \$20,700 per mile, which includes all charges for rock, earth, and protection works. The volume is equal to a bank of our type section 11 feet high throughout for 99 miles. Sufficient has been already stated and published with regard to the large bridges. We have 46 girder bridges with a clear opening of 4,686 feet and 39 arched bridges over 5 feet span with an opening of 546 feet. There are an unusual number of cuttings under 5 feet, namely, 140, and an opening of 544 feet. The total opening therefore provided by these bridges—arched bridges and culverts is 5,958 feet or 67 feet per mile. In addition there are 255 barrel or pipe drains with an opening of 7 square feet per mile. As an instance of the comparative amount of large bridge work on the Chinese Section, I may say that the total weight of steel work in girders and foundations is 4,725 tons, or 53 tons per mile while that used on the Shanghai-Nanking Railway amounted to 93 tons per mile only. There are 27 stations, 13 of which are halts or semi-permanent stations until traffic justifies their reconstruction on more permanent lines. We have watering stations and 3 running sheds under construction and shortly to be finished with workshops and such other equipment as is essential for present needs. The track and ballasting, I think, will be admitted to up to a first class standard; there are 99.04 miles of main line and 11.46 miles of sidings and loops, making 100 miles altogether of single track. A depot has been provided at Tungchow for the eventual junction with the Yuet Han Railway and sufficient land with sidings and sheds are ready but the junction station will not be undertaken until the loop line passing to the North of the city is under construction. Finishing touches are here and there required but I have every confidence that our Chinese Section will prove itself equal to what is expected of it, at first to deal satisfactorily with the important traffic between Hongkong and Canton and later on as a link in the great Southern Trunk Line (Applause.)

Hon. Mr. Ross—Gentlemen, The toast which stands in my name—"Success to Railways in China"—is one which I experience the greatest pleasure in proposing. It is one, however, which covers such a wide field, that I fear in the time at my disposal, I can do but scant justice. Although the commencement of Railway enterprise is a matter of comparatively recent date, it is now nearly half a century since the first attempt was made to introduce this method of rapid transit and communication. The attempt to which I refer was made in 1863, during the final stages of the Taiping Rebellion, when a petition was presented by the "Syndicate of foreign merchants to Li Hung Chang—the Governor of Soochow—for a concession to construct a line of Railway between Shanghai and Soochow. The reply to that petition was curious—for while no serious objection was apparently entertained to employing a large number of foreigners as soldiers, or even placing a Chinese Army under the command of a British Military Officer—Li Hung Chang nevertheless feared that the employment of a few foreign railway Engineers in the same district would upset the people and lead to complications and disorders. This, gentlemen, is an extraordinary fact which, if regarded purely from a foreigner's standpoint, might lead one to infer that railway Engineers are a dangerous body of men compared to whom the rank and file of the "Ever Victorious Army" were but harmless babes! This apparent dread of railways and foreign engineers, continued for some twenty years after the incident to which I have just alluded,—the conservative principles of the Chinese Government and people being opposed to any opening up of the

country. During these 20 years, however, at least one attempt was made to introduce railways, and I have no doubt all of you know the tale of the more or less surreptitiously constructed "Wossung Road," and of its ultimate fate. The few weeks, however, in the year 1875, during which this ill-fated railway was permitted to run, were not altogether wasted—for this railway's usefulness and its possibilities had evidently impressed the mind of a gentleman named Tong King Sing, a Cantonese by birth, then resident in Shanghai, who a few years later successfully initiated the "Kai Ping Tramway" to transport coal from the mines of which he was the Managing Director. The difficulties encountered by the "Kai Ping Tramway" at its outset, and its subsequent development into a great railway system, have had a very marked influence on railway enterprise in China, for though inexperienced management and disaster during its early stages caused it to lose out as a competitor to other similar enterprises, yet its eventual magnificent success stimulated every Province in China to endeavour to copy the example set by that large-minded Cantonese, Tong King Sing. I do not wish to weary you with details of the history of this "Kai Ping Tramway,"—as to most of you these are well known—I will therefore merely remind you that after being taken over by a Chinese Joint Stock Company it struggled for some years, until chaotic management and political obstruction brought this Company to the end of its resources. The Imperial Government then stepped in, and the management was summarily transferred to an Imperial Railway Administration—the rights and interests of shareholders being altogether ignored. For some years the line was run in this manner, and considerable extensions were made and contemplated, but the results of its working were so unsatisfactory, and its debts so numerous, that in 1898 a foreign loan was raised in order that its finances might be placed on a sound basis. As a result of this loan, certain important changes were made in the system of accounts and management, and immediately the receipts increased by leaps and bounds. Notwithstanding the setback and damage caused by the Boxer Rebellion, the line has ever since proved a valuable asset for the Imperial Government, and incidentally also a paying investment for the old China Railway Co.'s shareholders, whose shares have now, I understand, been officially recognized. The profits of this railway in recent years have proved so great that in addition to providing large sums towards the cost of constructing the Peking-Kalgan line, the surplus remaining has gone far towards paying for the clothing and equipment of the new foreign-drilled Northern Army. Profits such as these, gentlemen, show how greatly the resources of the Imperial Government may be increased by properly administered and efficiently constructed railways, but unfortunately they also led the people of China to imagine that every railway must be a valuable gold mine, with the result that a patriotic cry was raised. Railway Bureaus were established in every Province, and the disastrous policy was forced on the Central Government of permitting the Provinces to attempt to build, finance and control their respective lines of railway, directing to that end the patriotism and energies of the local gentry and merchants. Whether the movement was purely patriotic, or whether it arose from an overpowering desire to share in the anticipated profits of the proposed railways, are matters with which I am not here concerned— suffice it to say that experience has shown that no progress satisfactory from a national point of view is attainable by these methods, and instead of the orderly and systematic development of the country, they are calculated to produce interminable dissension, disorder and delay. Thus far, gentlemen, I have briefly traced an outline of what may be regarded as purely Chinese Railway Enterprise in this Empire. I have not specially referred to such great works as the Chinese Eastern, or the German Shantung Railways, as these, though of great benefit to the country, are of political origin. Other lines, such as the Peking-Hankow and the Shanghai-Nanking Railways have been constructed under what may be described as more or less "concession terms,"—terms which though possibly beneficial to China, are nevertheless cordially disliked, and it is not surprising therefore that strenuous and not altogether unsuccessful efforts have been made to upset and change them. The Canton-Kowloon Railway, which the Governments of China and Hongkong are to-day opening to traffic, has in so far as the Chinese section is concerned, been constructed by means of a British loan, the terms and conditions of which, I make bold to say, are in every respect fair between borrower and lender. The line has been built without friction, and despite the high cost of land, has been completed within the estimate, of which the post and present Managing Directors, the Engineer-in-Chief, and the entire Staff may justly feel proud. Gentlemen, in 1909, on the occasion of laying the Foundation Stone of the Railway Station at Tai Shau Tua, I quoted a statement made nearly 50 years ago by that very distinguished Engineer, Sir Macdonald Stevenson, to the effect that "Railway development was China's greatest need," and I foreshadowed a few of the inestimable benefits which this great Empire might derive from efficient and rapid inter-communication between her Provinces and Cities. What about half a century ago was merely a "great need" has to-day become an imperative necessity, which I am glad to say is now clearly recognized by all the leading Statesmen of the Empire, and it is pleasing to note that no less than three great trunk lines (Tientsin-Pukow, Canton-Hankow, and Hankow-Szechuan) are now in active progress. For the present, however, China cannot construct her Railways without the assistance of foreign capital, and this can only be obtained subject to an Imperial guarantee. I think, therefore, that the recent decision of the Imperial Government that all the important Trunk Lines shall be State-owned, is a wise and far-sighted policy, and though it may now cost considerable sums to fully satisfy the claims of the various local and provincial companies, yet in the end the money will be well spent, as China will be saved from evils which would result from lack of central control, and from the friction which would inevitably arise when local considerations clashed with Imperial requirements. For years to come also, China must look mainly to foreign Engineers to superintend the construction of her railways and in this connection, I would with all respect venture to remind her, that the better the class of Engineer employed, the more the experience he will have in the numerous young Chinese Engineers now being trained, and to whom in the not distant future she must look to control and carry on these great enterprises. Gentlemen, the programme of Railway construction which the Imperial Government has undertaken is an ambitious one, which will cost immeasurably and take many years to complete.—China's credit however, is good, and provided these undertakings are State-owned and controlled, no difficulty should be experienced in borrowing what is required on easy terms. She has, however, many difficult problems to overcome ere these proposed railways can achieve results such as have been

(Continued on page 6.)

## INTIMATIONS ITCHING FRIGHTFUL HAD NO REST

Night or Day for Two Months. Face and Arms One Mass of Scurfy Skin. Smarted All the Time. She Scratched Until It Bled.

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Torturing, disfiguring humours on the skin and scalp of infants, children and adults are instantly relieved by Cuticura. Send the bundle, 12s. Postage, London, 27, Canterbury Sq., Paris, 10, Rue de Charenton, 2, E. Paul, Calcutta, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 15

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New Students should attend at the Institute to enrol TO-DAY (THURSDAY), 5th October, between 6 and 7 p.m.

Copies of the prospectus and entry forms for intending students may be obtained on application to the undersigned.

E. RALPHS,

Director.

Hongkong, 5th October, 1911. [1242]

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Hongkong, 5th October, 1911. [1243]

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IMPERIAL GERMAN MAIL LINE.

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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 9:30 A.M.

All Claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 4th October, 1911. [1244]

TOYO KISEN KAISHA.

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All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before TUESDAY, the 17th inst., otherwise they will not be recognised.

K. MATSDA,  
Agent.

Hongkong, 3rd October, 1911. [1239]

## NEW ADVERTISEMENTS

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General Agents.

Hongkong, 5th October, 1911. [1245]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

(Taking Cargo on Through Bills of Lading to  
Rangoon, Madras and Mauritius.)

THE Steamship  
“GREGORY APCAR,”  
Captain S. H. Belsen, will be despatched for the above Ports on TUESDAY, the 10th inst., at 3 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON & Co., LTD.,  
Agents.

Hongkong, 5th October, 1911. [1246]

NOTICE TO CONSIGNEES  
FROM SHANGHAI, KOBE AND MOJI.

THE Steamship  
“GREGORY APCAR,”  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LTD.,  
Agents.

Hongkong, 4th October, 1911. [1247]

WANTED.

FURNISHED ROOM with Board in  
Kowloon, for 1st November. State terms.  
123,  
Care of “Daily Press” Office,  
Hongkong, 3rd October, 1911. [1232]

NOTICE.

TO-DAY (THURSDAY), the 5th October, 1911, being the FIRST ANNIVERSARY of the REPUBLIC OF PORTUGAL, Consul J. J. LEIRIA will hold an Official Reception at his residence, “DUART,” Arbutnott Road, at Noon, to Members of the Portuguese Community, Officials, his Consular Colleagues and Friends.

The Ceremony of unfurling the Flag will be performed at 12:15 P.M., when Consul and Madame LEIRIA will be “AT HOME” till 1:30 P.M.

The Consulate will be entirely Closed for the Transact of Business on that Day.

Hongkong, 4th October, 1911. [1235]

NOTICE.

THE ANNUAL SALE of WORK in aid of the above will be held at the CITY HALL TO-DAY (THURSDAY), 5th October, 1911, at 3 P.M.

ADMISSION 20 CENTS.  
“FAIRLEA.”  
West Point.

Hongkong, 28th September, 1911. [1198]

NOTICE.

THE HALF-YEARLY MEETING of  
Members will be held on SATURDAY, the 7th October, 1911, at 12 o'clock NOON, at the Office of the JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEXE, Chester Road.

By Order, T. F. HOUGH,  
Clerk of the Course.

Hongkong, 23rd September, 1911. [1180]

SALE OF WORK.

SATURDAY, 7th October, 1911,  
Afternoon 3:30 P.M.

TOY STALL, Children's Games and Competitions. The Band of the 8th Rajputs will play, selections.

Evening 8:30 P.M.

CINEMATOGRAPH, FIREWORK DISPLAY.

The Pipas of the 12th Baluchistan Infantry will attend by kind permission of the Colonel.

Admission 50 cents to Each Session.

Hongkong, 30th September, 1911. [1210]

CREDIT FONCIER D'EXTREME-ORIENT.

NOTICE.

A BRANCH OFFICE of the above has been OPENED This Day at No. 2, QUEEN'S BUILDING, Hongkong.

J. J. BERNIS,  
Manager.

Hongkong, 2nd October, 1911. [1234]

LAWN BOWLS.

THE PRESIDENT of the LAWN BOWLS LEAGUE will be “At Home” at the KOWLOON BOWLING GREEN, on SATURDAY, 7th inst., when the Finals in the Open Championship, commencing at 3:30 P.M., will be Played, and Prizes presented.

A. RAMSAY,  
Hon. Secretary.

Hongkong, 4th October, 1911. [1236]

BROWN, JONES & Co.,  
41, Morrison Hill Road.

METAL and PORCELAIN WREATHS,  
CROSSES, ANCHORS, HEARTS and  
GLASS CASES from \$5.00 up.

MEMORIALS, new designs in stock.

Telephone 423.

Hongkong, 1st June, 1911. [1776]

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

of all kinds.

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS!

D. C. CHELLARAM,

56, Queen's Road.

Hongkong, 2nd October, 1911. [1217]

NOTICE TO CONSIGNEES.

S.S. “TENYO MARU”

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived,

Consignees of Cargo are hereby notified to

send in their Bills of Lading for Counter-

signature, and to take immediate delivery of

Cargo from alongside.

For further particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,

General Agents.

Hongkong, 4th October, 1911. [1245]

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signature, and to take immediate delivery of

Cargo from alongside.



## RUBBER SHARES.

## SINGAPORE QUOTATIONS.

Singapore, September 18, 1911.

Messrs. LYALL AND EVATT'S List.] Nom. Value	Buyer, Seller
2s Allagur	3s 4s
2s Allagur Options	1s 2s 1s 10s
2s Anglo-Java	6s 4s
1 Anglo-Johore	6s 7s
2s Anglo-Malay	17s 18-10s
2s Anglo-Sumatra	55s 68s
1 Ayer Kuning	19s 20s
1 Banting	2s 6s
2s Batu Malaka	40s 47s
2s Batu Caves	1s 9s 1s 10s
1 Batu Tiga	7s 8s 7s 9s
1 Beaufort, Sarawak	16s 17s
1 Belit Kajang	41s 3s 43s 9s
2s Belit Lintang	7s 6s 8s
2s Belit Mertajam	2s 2s 2s 2s
2s Belit Rajah	217s 23s 23s 23s
2s Carey United Sd.	1s 6s 9s 10s
1 Castile	107s 9s 11s 10s
2s Chersone	3s 3s 3s 3s
2s Chersone Options	1s 1s 1s 1s
2s Chimp	1s 1s
2s Cicely Ord	3s 2s 3s
2s Prof	32s 35s
2s Consolidated Malay	16s 17s 16s
2s Danauara	10s 11s
1 De-nijshtown	20s 25s
2s Edinburgh	7s 10s 9s
2s Federated Selangor	19s 21s
2s Gulang Besar	3s 4s
2s Gotsunda	7s 6s 8s
1 Golden Hope	8s 6s 9s
1 Hajee	7s 8s 10s
1 Harpendon	17s 6s 19s 20s
2s Hooswood	4s 6s 4s
2s Highlands & Lowlands	8s 1s 8s
1 Inch K-neth	18s 19s 17s
2s Jasin	1s 1s 1s 2s
2s Johore R. Lands 10s-pd	6s 10s 10s
1 Juch	10s 13s
2s Kaupong Kwangtung	9s 6s 11s 13s
2s Kamuning 1s-pd	3s 3s 5s 6s
2s Kedah	1s 1s
2s Kepung	1s 1s
2s Kepung 10s 6s div.	9s 10s 6s 12s
2s Kepung 11s 12s	11s 12s 12s
2s Kola Tinggi	2s 2s
2s Kuala Lumpur	12s 9s 13s 14s
2s Labu (F.M.S.)	9s 9s 9s 9s
2s Lamadon	6s 9s 7s 8s
1 Ledbury f.pd.	5s 6s 6s
1 Lengg. 12-6 div.	20s 28s 28s pm
2s Linggi Ord.	39s 6s 41s x 10s
2s London Asiatic	10s 6s 11s
2s Lun 4 16s. pd.	10s 3s 14-6s pm
1 Malacca 7s 1/2% Prof.	16s 6s 17s 6s
1 Ord.	16s 6s 17s 6s
2s Merlimau	3s 7s 4s
2s Options	1s 2s 1s 10s
2s Mount Austin	27s 3s 2 div.
1 N/Hummock 16s 6 pd.	58s 6s 65s pm
2s Padang Jawa	2s 2s 2s
2s Pating	42s 6s 46s
2s Pelopah	3s 5s 4s 4s
2s Pelek	6s 3s 7s
2s Permas	18s 6s 21s
2s Port Dickson 6s pd.	2s 24s pm
1 Rembia Prof.	21s 24s
1 R. Est. of Johore 15s pd.	25s 30s 36s
2s R. Est. of Kran	2s 2s 2s
2s R. Invest Trust 10s pd.	8s 1s 9s 6s pm
1 Shagga	20s 22s
1 Sapong	21s 23s 26s
1 Seafield	9s 10s
2s Selangor	41s 45s 5s 10s
2s Selandian	25s 35s
2s Segat	3s 4s
2s Seribun	6s 7s 11s
1 Sheld	47s 6s 58s 3
1 Sifat	38s 3 4s 6s
2s Singapore Para	3s 6s 4s
2s Srauti S. Bentun	5s 4s 5s 10s
2s Straits Rubber	90s 100s
2s Sunatara Para	8s 9s 9s
2s Sungai Choh	65s 7s 13s
2s Sungai Kapar	10s 3s 11s 12s
2s Sungai Krian Prof	20s 22s 26s
1 Sungai Salak	67s 6s 7s 9s
1 Sungai Way	10s 1s 110s 6s div.
1 Tanjung Malim 12s pd.	2s 24s pm
1 Tempak Prof	15s 20s
1 Tefran	55s 61s 4s
2s Teng-kyo	90s 6s 93s 9
1 United Srding	92s 6 100s
1 United Sun Befong	20s 23s
2s United Sumatra	6s 6s 7s 7s
2s United Tenuisang 1s pd.	1s 4s 1s 24s div.
2s Val D' Or	1s 10s 12s
2s Vallambrosa	27s 1s 29s 6s div.
2s Yau, Seng	7s 3s 8s 6s
2s Yau, Gajah	81s 142s 172s
10 Ayer Hitam	34s 00s 35s 00s
1 Ayer Kuning	0s 50s 07s
1 Ayer Molok	1s 6s 1s 9s
5 Ayer Panas	1s 6s 1s 6s
1 Bakit Tiong	8s 0s 6s 25s div.
1 Bakit Tiong	8s 0 10s 00
1 Bakit K. B.	0s 6s 0 70
10 Changkat Sardana	4s 8s 5s 05
10 Cheras, 8s pd	2s 5s 3s 00pm
21 Chiff	3s 6s 4s 00
81 Ghecaly	1s 5s 1s 55
5 Huyot	6s 00s 7s 25
10 Huerlett, 8s pd.	1s 00ds. par
10 Indragiri	5s 6s 6s 00
1 Jinch	0s 30s 05s
5 Kelouak, 8s pd	3s 00ds 27s 05s
5 Kempas	1s 7s 2 10
5 Lunas	1s 15 1s 25
1 Malaka Pinda	0s 70s 075
2 Malakoff	1s 47s 1s 52s
5 Mulin, 42s pd	50s 0ds. 00
5 Mu-i	0s 75s 0 90
2 New Sorandab	1s 9s 2 02s
5 New Singapore	4s 7s 5s 03
1 Nyalas	0s 35s 0 75
5 Pajam	9s 35s 0 75
1 Pantai	0s 93s 1 02s
10 Pergot	28s 20s 29s 00
10 Pulau Bulang, 22s pd.	1s 25s 00
1 Pangkor	0s 40s 05s
5 Padi	9s 00s 10s 00
2 Sandycroft	18s 00s 18s 50
2 Singapore & Johore	9s 35s 9 50
2 Sungai Bagan	0s 70s 075
10 St. Helens	15s 00
1 Tambank	0s 50s 0 55
5 Teluk Anson	4s 00s 4 10
2 Trafalur	0s 65s 0 75
1 Ulti Paada	0s 45s 0 50
1 United Malacca	0s 47s 0 52
1 United Singapore	1s 05s 1 10
Ex. 5 Jelong	\$112.50 120.00s x div



## NAPIER JOHNSTONES' "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR OVER

## 150 YEARS.

## THE SAME TO-DAY AS IN

## 1745.

## BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS.

## OCEAN CARRIERS FOR PANAMA ROUTE

The San Francisco Chronicle of the 6th ult. publishes the following:

Carrying out the plan which he outlined to President Taft at the time of the investigation of the Pacific Mail Company by the Senate Committee on Inter-oceanic Canals, R. N. Baker of Baltimore yesterday incorporated at Trenton, N. J., the Atlantic and Pacific Transport Company of New Jersey, with an authorized capital of \$15,000,000.

The announced plan of this company is to build fifteen steamships at once, to be used on the run between San Francisco and New York when the Panama canal is open, and to be constructed to comply with the mail subsidy act—"iron or steel steamships, capable of maintaining a speed of sixteen knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 5,000 tons."

Following the terms of this ocean mail service act, the Postmaster-General last month advertised for bids for carrying the mail between New York and San Francisco, with weekly sailings, and calls at San Pedro, San Diego, New Orleans and Charleston or Savannah, and a bi-monthly service from Seattle, with a call at Astoria.

TO BEGIN IN THREE YEARS.

This service is to begin, according to the advertisements for bids, "not later than October 18, 1914."

It is with the intention of bidding on this contract that the Atlantic and Pacific Transport Company has been formed. The mail subsidy will amount to \$20,000 for each trip, or \$40,000 for the voyage from San Francisco to New York and return.

The statement of the new company is that it will have connections on the Mississippi at New Orleans, and that it will operate tow barges up and down the coasts of the Central and South American countries near the canal zone, with connection with its big ships at the canal, and thus "develop the entire domestic commerce of the country via the Panama canal as fully as it may be done by water transportation. In this it believes that it has one of the greatest opportunities of the century."

OTHER COMPANIES MAY JOIN.

Baker has stood in a friendly relation to the firm of Lane & Cheesborough, the operators of the California and Atlantic line, and it is probable that this line, which has already developed a considerable business, will be included in the new company, if it is successful in placing its stock and carrying out its plans.

At the same time comes the evidence that some one is buying in the stock of the Pacific Mail, several unusual transactions in the stock of that company having been recorded of late. It is not to be presumed that the minority holdings of this stock would be attractive to large purchasers while the Southern Pacific held the majority of the stock, it has been supposed that a transfer of ownership is being made with the consent of the railroad, in order to permit the ships of that company to benefit by the ocean mail service act. It is surmised that interests friendly to the Baker syndicate are making these stock purchases, but no confirmation is to be had.

A rumour in financial circles here is that a part of this plan is to use the trans-Pacific fleet of the Pacific Mail on the mail route, transforming the ships into oil burners, and thus practically abandoning the Pacific to the Japanese lines, which operate under a subsidy and with cheaper expenses.

## THE ANNUAL TRAFFIC.

In outlining its plans and stating its intentions, the new company makes the following statement:

"The annual traffic from coast to coast estimated to have been 2,000,000 tons two years ago and to be increasing at the rate of 10 per cent. each year, which will mean 4,200,000 tons when the Panama canal is opened."

"This demonstrates that there is ample business for all. Increased facilities for shipping have never failed to increase the volume of business, so that there will always be enough traffic for both railroads and steamship lines. Because water transportation costs are much less than transportation by rail, the natural advantage will be to this route, the net line will enjoy the full benefit, open to American commerce by the Panama canal."

"The new ships, in ocean comfort and luxury, will surpass the best that is being done to-day in Europe. Special apparatus will keep the temperature of the ship even throughout the trip. A passenger may sail from New York to San Francisco or Seattle, in a room which he can keep at any temperature he desires. The cost of the trip will be about two-thirds of the cost of the railway journey, all expenses considered. The new line expects to do a large business during the San Francisco exposition and also to turn much travel to the attractive places of South and Central America."

"Three years ago the Government saw that unless new ships were built America would open the costliest canal in the world with practically no American ships to use it. In 1908 Secretary of War Wright asked B. N. Baker, who had been in the steamship business twenty-five years, to ascertain why the Panama route was not being utilized. Baker made personal visits to the isthmus and the cities of the Pacific Coast, and the results were contained in a statement which was transmitted February 10, 1910, to the Senate Committee on Inter-oceanic Canals. It was shown that the transcontinental railroad pool had been paying over \$1,000,000 a year to the Panama Railroad Company to suppress water competition by way of Panama."

"One of the ways the Panama Railway Company did this was not to build its line to deep water. Other trips to Panama and to the Coast were made, and on the request of the Secretary of War Mr. Baker formulated plans for the commercial utilization of the canal. The Government is now advertising for the mail services, and the Atlantic and Pacific Transport Line is the embodiment of these suggestions and recommendations.

## THE DIRECTORS.

"In order that the trade advantages of the canal may be developed to the greatest benefit and profit of the people of the United States, the Postmaster-General's instructions to bidders declare that the contract will not be awarded to any bidder who shall be engaged in any competitive transportation business by rail. The company's charter conforms to this condition."

"The incorporators are veterans in the deep-sea transportation service; four of them were associated officers and the original promoters of the Atlantic Transport Company; James S. Whiteley of Baltimore, formerly vice-president of the Atlantic Transport Company; C. G. Helm of Baltimore, formerly treasurer of the Atlantic Transport Company; T. B. Harrison of Baltimore, formerly secretary of the Atlantic Transport Company; and Adrian H. Biddle of Westinghouse, formerly Boston partner of the American agency of the Wilson steamship lines of Hull, England."

THE DIRECTORS.

Ex. 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD, LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1. Cash.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mint to the Free Coinage of Silver.

FROM 1893 TO 1909;

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

## SHIPPING

## ARRIVALS

BENJONSON, British str., 3,124, A. Webster, 4th Oct.—London via ports 18th August, General—Gibb, Livingston & Co.  
FUKUOKA MARU, Japanese str., 1,946, S. Kuma-  
kawa, 4th Oct.—Maji 25th Sept., Coal—  
Mitsui Bishi Goshi Kwaisha.  
GLENSTEC, British str., 2,275, J. Rutherford, 3rd Oct.—Maji 27th Sept., Coal—Shewan, Thomas & Co.  
GREGORY APEK, British str., 2,961, S. H. Belson, 4th Oct.—Maji 29th Sept., General—  
David Sasseon & Co.  
HAIJAN, British str., 1,182, J. S. Reach, 4th Oct.—Swatow 3rd Oct., General—Donghai, Laprak & Co.  
HAIYAN, British str., 1,362, J. W. Evans, 4th Oct.—Amoy 3rd Oct., General—  
Douglas, Laprak & Co.  
HANOI, French str., 733, G. Bonhien, 4th Oct.—  
Haiphong and Hoihow 3rd Oct., General—  
A. R. Mart.  
J. B. A. KESSEL, Dutch str., 3,198, F. Beesel, 4th Oct.—Singapore and Samboe 29th Sept., Oil in Bulk—Asiatic Petrol Co.  
PRINZ EITEL FRIEDRICH, German str., 4,812, E. Malchow, 4th Oct.—Bremen 23rd Aug., Mail and General—Meichlers & Co.  
SOSHIN MARU, Japanese str., 1,119, K. Sugawa, 4th Oct.—Anping, Amoy via Swatow 3rd Oct., General—Osaka Shosen Kaisha.  
TJUJIMA, Dutch str., 3,815, Olenburger, 4th October—Amoy 3rd Oct., General—Java-  
China Japan Djin.

## CELEBANGANUS

AT THE HARBOUR MASTER'S OFFICE.  
4th October.  
Carl Diercksen, German str., for Haiphong  
Fauyang, British str., for Singapore.  
Haiton, British str., for Swatow.  
Hongkong, British str., for Amoy.  
Kyoing Man, Japanese str., for Anping.  
P. E. Friedrich, German str., for Shanghai.  
Scamby, British str., for Amoy.  
Sunda, British str., for Singapore.  
Tjipone, Dutch str., for Batavia.

## DEPARTURES

4th October.  
BAFERN, German str., for Shanghai.  
BOMBAY MARU, Japanese str., for Singapore.  
CHENAN, British str., for Canton.  
GLENSTRETT, British str., for Singapore.  
GRENZERAT, German str., for Europe, &c.  
HANVANG, British str., for Swatow.  
HUNAN, British str., for Shanghai.  
KAIFONG, British str., for Manila.  
ORESTES, British str., for Saigon.  
PHRANANG, German str., for Singapore.  
REINDELS, German str., for Singapore.  
SEXTA, German str., for Swatow.  
SOSHIN MARU, Japanese str., for Canton.  
YU SHUN, Chinese str., for Shanghai.

## SHIPPING REPORT

The British str. *Haiton* reports: Fine weather from Swatow to Hongkong.  
The British str. *Glenstec* reports: Had strong gale and rough sea South of Chapel Island.  
The British str. *Benjonsen* reports: We have had a very fine passage from Singapore with fresh S.W. monsoon and moderate sea. The British str. *Gregory Apek* reports: From the Goto Island to the Lamoek's cyclonic weather, heavy S.E. gale with high sea, heavy wind and rain, squalls throughout, with low gales, ranging from 29.70 to 29.75 hence to port, rising gales, fresh to moderating S.W. wind and sea. A typhoon appeared to strike Amoy at 4 a.m. on the 3rd inst.

## PASSENGERS

ARRIVED.  
Per *Gregory Apek*, from Japan, &c., Mr. and Mrs. Martin, Mr. Meyer, and Mr. H. Miller.  
Per *Haiton*, from Coast Ports, Mr. Linfield, Mr. C. Watanabe, Rev. Sutherland, Miss H. Yedden, Mrs. E. Page, Mr. and Mrs. G. Lester.  
Per *Haiyang*, from Amoy, Mrs. A. P. Begley, Mrs. H. T. Begley, Mr. and Mrs. Johnson, Mr. F. Corr, Mr. Clyde A. de Wett, and Mr. E. Ross.

Per *Grenzrat*, for Hongkong, from Teing-tau, Mr. Wendenburg, Mrs. Veskarp, Mr. H. Fronen, and boy; from Shanghai, Mr. F. Klin, Mr. W. E. Beaven, Misses K. and M. Anderson, Mr. W. W. Hatch, Mr. Klett, Mr. S. Tong, and boy, Mr. and Mrs. Russell, Mr. and Mrs. A. Lowell, Mrs. F. L. Duffy, Mr. H. A. Barber, Mr. Rosenthal, and servant, Mr. Bushnell, Misses S. Cora, S. L. Kuntz, B. Ellis, and E. Diercksen, and Mr. F. Stegemann.

Per *Prinz Eitel Friedrich*, for Hongkong, from Bremen, Mrs. and Miss Balto, from Southampton, Mr. A. L. Barott, Mr. and Mrs. H. W. Turnbull, Mr. W. H. North, Mr. Peter Tuglis, Mr. W. G. Brown, and Miss N. Prowse; from Genoa, Mr. C. Buder, Mr. F. W. Bieseler, Dr. and Mrs. H. Gohmann, Miss Nelly Michel, Miss J. Dillbrink, Engineer Schroeder, Miss Honny Frank, Mr. Joh. Ritzau, Mr. Joh. Schneidung, Messrs. M. Rothenbach, Lund, Kistmann, and Uldrup, Miss Eliza Marks, Mr. Conr. Kuhler, Rev. Maugoni, Rev. Albiero, Rev. Pielowski, and Rev. Petzenzli, from Singapore, Mrs. J. J. J. John, Robertson, Mr. G. A. Chaney, Dr. Weber, Dr. John, Mr. J. G. Howe, and Mr. A. F. Bursley.

## LATEST STEAMER MOVEMENTS

The Indo-China str. *Fookang*, left Calcutta, for the Straits and Hongkong on the 30th ult., and is due here about the 18th instant.

The C.P.R. Co.'s str. *Empress of Japan*, left Yokohama on the 3rd inst., at noon for Victoria and Vancouver, B.C.

## STEAMERS PASSED THE CANAL

Sept. 12th—*Ghaze*, Indian. 15th—*Aleinois*, Benwon, Cyclops, *Afghan Prince*, 19th—*Ceylon*, *Kennebec*, *Sagres*, *Silesia*, *Vandalia*, *Arcadia*, *Friesland*, 22nd—*Atsuta Maru*, *Jeseric*, *Nemus*, *Nore*, *Yunnan*, 26th—*Berney*, *Kawachi Maru*, *Sith*, *Torch*, *Neles*, 29th—*Dundee*, *Glenbrae*, *Hirano Maru*, *Silesia*, October 3rd—*Astyanax*, *Brigavia*, *Carmarthenshire*, E. F. Ferdinand, *Hitachi Maru*, *Mochizuki*, *Kanagawa Maru*, *Palermo*, *Peleus*, *Prinz Ludwig*, *Titan*, *Indraavili*.

## ARRIVALS AT HOME

October 3rd—*Suruga*, *Telamon*.

## ON SALE

A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years From 1874 to 1909.

Price 52 Cash. At sale at the "DAILY PRESS" Office, or Local Booksellers.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d," together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 14th inst., at Noon
BOTTERNDAM, HAMBURG & ANTWERP, &c.	FURST BULOW	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 11th inst.
BOTTERNDAM, HAMBURG & ANTWERP, &c.	GERALDIA	Ger. str.	k. w.	Dohren	HAMBURG-AMERIKA LINIE	On 26th inst.
ROTTERNDAM & HAMBURG VIA STRAITS, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 14th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE, BREMEN & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	AYER	Ger. str.	k. w.	H. Homma	NIPPON YUSEN KAISHA	On 10th Nov.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jan. str.	A. E. Moses	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 11th inst., at D'light
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMBA MARU	Jan. str.	A. E. Moses	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 25th inst., at D'light
AUSTRIA	AUSTRIA	Aust. str.	—	Raiisch	SANDER, WIELER & CO.	On 10th inst., at Noon
WELSH PRINCE	SATSUMA	Am. str.	—	Sheppard	DODWELL & CO., LTD.	On 26th inst., at 2 P.M.
SAIN PATRICK	SAIN PATRICK	Am. str.	—	W. Davison	ARNHOLD, KARBER & CO.	On 17th inst.
BOSTON & NEW YORK	—	Am. str.	—	G. B. McGill	THE BANK LINE, LIMITED	On 10th inst.
NEW YORK	—	Am. str.	—	C. Williams	CANADIAN PACIFIC R. CO.	On 14th inst., at Noon
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	YAMADA MARU	Jan. str.	A. G. Stevens	OSAKA SHOSEN KAISHA	OSAKA SHOSEN KAISHA	On 4th Nov. at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	—	Am. str.	—	—	CANADIAN PACIFIC R. CO.	To-morrow, at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	—	Am. str.	—	—	PACIFIC MAIL S. S. CO.	On 20th inst., at 1 P.M.
TIESTHE, &c., VIA SINGAPORE, &c.	—	Am. str.	—	—	PACIFIC MAIL S. S. CO.	On 28th inst., at 1 P.M.
—	—	Am. str.	—	—	MELCHERS & CO.	On 27th inst., at D'light.
—	—	Am. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst., P.M.
—	—	Am. str.	—	—	MELCHERS & CO.	About 10th inst.
—	—	Am. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
—	—	Am. str.	—	—	JAVA-CHINA-JAPAN LINIE	Quick despatch.
—	—	Am. str.	—	—	TOYO KISEN KAISHA	On 14th inst., at Noon.
—	—	Am. str.	—	—	BUTTERFIELD & SWINE	On 13th inst., at 4 P.M.
—	—	Am. str.	—	—	JARDINE, MATHERSON & CO., LTD.	On 22nd inst., at Noon.
—	—	Am. str.	—	—	MELCHERS & CO.	On 5th inst., 9 A.M.
—	—	Am. str.	—	—	BUTTERFIELD & SWINE	To-day, at 4 P.M.
—	—	Am. str.	—	—	P. & O. S. N. CO.	To-morrow, at 3 P.M.
—	—	Am. str.	—	—	G. M. Montford, R. N. R.	On 7th inst., at 6 P.M.
—	—	Am. str.	—	—	BUTTERFIELD & SWINE	On 8th inst., at D'light.
—	—	Am. str.	—	—	D. A. Hudson	On 11th inst.
—	—	Am. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 1 P.M.
—	—	Am. str.	—	—	—	On 7th inst., at Noon.
—	—	Am. str.	—	—	—	On 13th inst., P.M.
—	—	Am. str.	—	—	—	On 14th inst., at M'night.
—	—	Am. str.	—	—	—	On 20th inst., at Noon.
—	—	Am. str.	—	—	—	On 20th inst., at 1 P.M.
—	—	Am. str.	—	—	—	On 21st inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 22nd inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 23rd inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 24th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 25th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 26th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 27th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 28th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 29th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 30th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 31st inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 1st inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 2nd inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 3rd inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 4th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 5th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 6th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 7th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 8th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 9th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 10th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 11th inst., at 4 P.M.
—	—	Am. str.	—	—	—	On 12th inst., at 4 P.M.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SALE	REMARKS
LONDON and ANTWERP via SINGAPORE, PE	SUNDA	Noon	Freight and Passage.
NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. H. G. Evans, R.N.R.	5th Oct.	Passage.
SHANGHAI, MOJI, KOBE/MALTA and YOKOHAMA	3 P.M.	Freight and Passage.	
SHANGHAI	DEVAHNA Capt. H. Powell	About 13th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon	See Special of CALL Capt. H. S. Bradshaw
For Further Particulars apply to	E. A. HEWETT, Superintendent.	14th Oct.	Advertisement

Hongkong, 5th October, 1911.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SALE
AMOY and SHANGHAI	TIENTSBIN	On 5th Oct., 4 P.M.
SHANGHAI	CHENAN	On 5th Oct., 4 P.M.
SHANGHAI	LINAN	On 7th Oct., 4 P.M.
MANILA, CEBU and ILOILO	TAMING	On 10th Oct., 4 P.M.
SHANGHAI	CHINHUA	On 12th Oct., 4 P.M.
WEIHAIWEI, CHEFOO, and TIENTSIN	HUICHOW	On 13th Oct., 4 P.M.
SHANGHAI	ANHUI	On 14th Oct., 4 P.M.
MANILA, ILOILO and CEBU	TEAN	On 17th Oct., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	LINTAN and S.S. SANUI	Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra Staterooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Wusong.

TELEPHONE 36 REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIBB,  
Hongkong, 5th October, 1911. AGENTS. [10]

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine. FOR

SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days.)  
STEAMERS CAPTAIN LEAVING  
"HAIYANG" Capt. J. W. Evans FRIDAY, 6th Oct., at 1 P.M.  
"HAITAN" Capt. J. S. Roach TUESDAY, 10th Oct., at 1 P.M.  
"HAICHING" Capt. W. C. Pasmore FRIDAY, 13th Oct., at 1 P.M.

For SWATOW AND RETURN.  
(Occupying 3 Days.)

"HAITAN" Capt. J. S. Roach THURSDAY, 5th Oct., at 1 P.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.  
Hongkong, 4th October, 1911. [9]

HAMBURG-AMERIKA LINIE  
IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, Bremen and HAMBURG and to NEW YORK.

TAKING Cargo at. Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:  
OUTWARD. HOMEWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:  
S.S. SUEVIA 10th Oct.  
S.S. FRIEDRICH, HAMBURG & ANTWERP: 11th Oct.  
S.S. FURST BULOW 11th Oct.  
FOR ROTTERDAM, HAMBURG & ANTWERP:  
S.S. SCANDIA 16th Nov.  
S.S. SPEZIA 2nd Dec.  
S.S. SEGOVIA 14th Dec.  
S.S. SILESIA 27th Dec.  
S.S. AMBRIA 10th Jan.  
S.S. GOLDENFELS 24th Jan.  
For Further Particulars apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 4th October, 1911. [12]

## INDO-CHINA S. NAV CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SINGAPORE, SAMARANG and FAUSANG Thursday, 5th Oct., Noon.  
SOURABAYA FAUSANG Thursday, 5th Oct., Noon.  
SINGAPORE, PENANG & CALCUTTA LAISANG Saturday, 7th Oct., Noon.  
MANILA LOONGSANG Saturday, 7th Oct., 2 P.M.  
SHANGHAI CHOYSANG Sunday, 8th Oct., 2 P.M.  
MANILA YUENSANG Saturday, 14th Oct., 2 P.M.  
SHANGHAI, KOBE & MOJI FOOKSANG Wednesday, 18th Oct., Noon.  
SINGAPORE, PENANG & CALCUTTA KUTSANG Friday, 20th Oct., Noon.  
TIENTSIN CHEONGSHING Thursday, 12th Oct., Noon.

RETURN TOURS TO JAPAN,  
(OCCUPYING 24 DAYS).

The Steamers "KITSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chafou, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., LTD.

Hongkong, 4th October, 1911. GENERAL MANAGERS. [15]

## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct., at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.

+ Triple Screw, turbine engines. Twin Scraers.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Twin Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 6th October, at Noon.

## SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

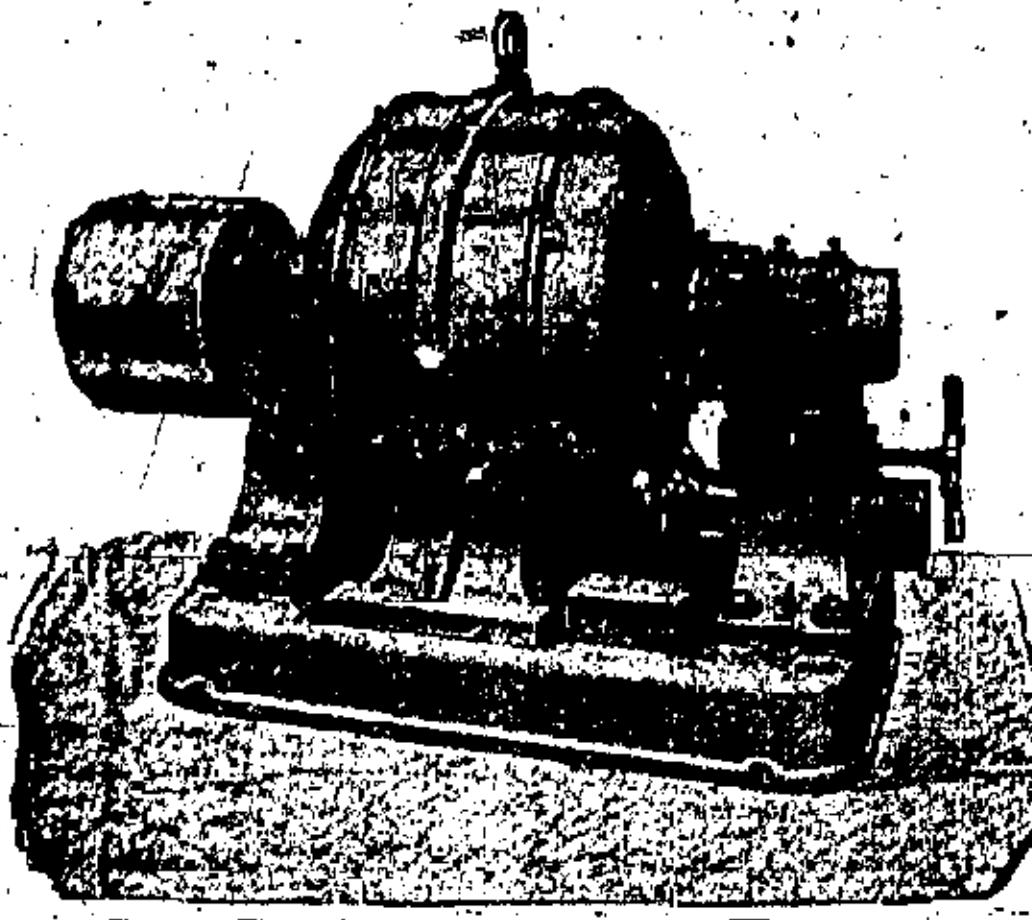
## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
BUYO MARU	10,500		SATURDAY, 14th October, at Noon.
SYDNEY MARU	11,000		WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500		TUESDAY, 18th February, at Noon.

The Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

## FARES FROM HONGKONG:

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Hongkong, 29th September, 1911.

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The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

FOR

PER DATE

Haiphong, Nagasaki, Kobe and Yokohama  
SIBERIAN MAIL TO EUROPE  
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Batavia, Cheribon, Samarang, and Sourabaya  
Swatow  
Macao  
Amoy and Shanghai  
Chafoo and Newchwang  
Shanghai  
Kobe  
Anping and Takao  
Haiphong

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,  
HONOLULU and SAN FRANCISCO  
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Singapore, Penang and Calcutta  
Manila  
(Taking Mails for Cebu and Iloilo)  
Manila, Yap, Maroa, Friedrich, Wilhelm,  
Aachen, Raban, Samarai, Brisbane,  
Sydney, Hobart, Launceston, New  
Zealand, Dunedin, Melbourne, Adelaide,  
Perth and Fremantle  
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Shanghai  
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Kuchinoto, Kobe, Yokohama, Victoria,  
Tecoma, Vancouver and Seattle  
Batavia, Cheribon, Samarang, Sourabaya and  
Maccas  
SHANGHAI, MOJI, KORE, YOKOHAMA, VICTORIA and SEATIE

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—Let Letters 11.00 A.M. to NOON. Extra  
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Letters posted in all the Pillar Boxes in  
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Manila, Cebu and Iloilo  
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Singapore, Penang and Bombay  
Tientsin  
Shanghai  
Swatow, Amoy and Fochow  
Weihsien, Chefoo and Tientsin  
Moji, Kobe, Yokohama, Honolua, Valparaiso,  
Iquique, Callao, Salina, Cruz and Mantanillo  
EUROPE, &c., INDIA VIA TUTICORIN,  
(Late Letters 11.00 A.M. to NOON. Extra  
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(Supplementary mail on board up to the  
time fixed for departure of the mail  
Extra Postage 10 cents)  
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time for the first clearance will be  
included in this contract mail)

The Parcels Mail will be closed Friday, 13th inst., at 5 P.M.  
Manila  
(Taking Mails for Cebu and Iloilo)  
Shanghai  
SIBERIAN MAIL to EUROPE

COMMERCIAL

EXCHANGE  
CLOSING QUOTATIONS.

October 4th.

ON LONDON—  
Telegraphic Transfer ..... 1/9 1/2  
Bank Bills, on demand ..... 1/9 1/2  
Bank Bills, at 30 days' sight ..... 1/9 1/2  
Bank Bills, at 4 months' sight ..... 1/9 1/2  
Credits, at 4 months' sight ..... 1/9 1/2  
Documentary Bills 4 months' sight/10 1/2

ON PARIS—  
Bank Bills, on demand ..... 2/2 1/2  
Credits, at 4 months' sight ..... 2/3 1/2

ON GERMANY—  
On demand ..... 1/8 1/2

ON NEW YORK—  
Bank Bills, on demand ..... 4/3 1/2  
Credits, at 60 days' sight ..... 4/4 1/2

ON BOMBAY—  
Telegraphic Transfer ..... 1/3 1/2  
Bank on demand ..... 1/3 1/2

ON CALCUTTA—  
Telegraphic Transfer ..... 1/3 1/2  
Bank on demand ..... 1/3 1/2

ON SHANGHAI—  
Bank, at sight ..... 7/5 1/2  
Private, 30 days' sight ..... 7/5 1/2

ON YOKOHAMA—On demand ..... 8/1 1/2

ON MANILA—On demand—Peso ..... 8/1 1/2

ON SINGAPORE—On demand ..... 7/6 1/2

ON BATAVIA—On demand ..... 10/8 1/2

ON HAIPHONG—On demand ..... 1/7 1/2

On SAIGON—On demand ..... 2 1/2 1/2

ON BANGKOK—On demand ..... 8/5 1/2

SOVEREIGN, Bank's Buying Rate ..... 8/11 1/2

GOLD LEAF, 100 fine, per tael ..... 85/7 1/2

BAR SILVER, per oz. ..... 24/4 1/2

SUBSIDIARY COINS—  
per cent

Chinese ..... 20 cents pieces ..... 34 3/4 discount  
Chinese ..... 10 ..... 15 1/2 ..... " " "  
Hongkong ..... 20 ..... 34 1/2 ..... " " "  
Hongkong ..... 10 ..... 34 1/2 ..... " " "

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\$2.30 ..... Per Doz. Tins.

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CHONG TYE, Queen's Road Central.

MAN YUEN, Queen's Road Central.

NAM JUNG LOONG, Queen's Road Central.

MUTUAL STORES, Queen's Road Central.

HONGKONG CO-OPERATIVE SOCIETY,  
11, Caine Road.

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TO-MORROW  
5.30 P.M.—Twenty-Fourth Annual General  
Meeting of Hongkong Football Club, in  
the Office of the Hongkong Jockey Club.

FORTHCOMING EVENTS,

Saturday, 7th Oct.—Half Yearly Meeting of  
Hongkong Jockey Club, Noon.

Saturday, 7th Oct.—Fifteenth Ordinary Yearly  
Meeting of The Dairy Farm Co., Ltd.,  
12.30 P.M.

Monday, 9th Oct.—Auction of Crown Land at  
Causeway Bay, by Public Works Dept.,  
3 P.M.

Monday, 9th Oct.—Auction of Crown Land at  
Kennedy Town, by Public Works Dept.,  
3 P.M.

Tuesday, the 10th Oct.—Extraordinary General  
Meeting of the Douglas Steamship Co.,  
Ltd., Noon.

Thursday, 19th Oct.—Thirty-third Ordinary Meet-  
ing of Canton Insurance Office, Ltd., Noon.

Wednesday, 1st Nov.—Meeting of the Licensing  
Board in the Council Chamber, 2.15 P.M.

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